

## **CHAPTER 2**

### **STANDARD DRAWING REVISION LOG**

#### **B2.1A Approach Slab Details Sheet 1– Asphalt Pavement**

March 2011	Added 20' length of approach slab in Section C-C. Revised pay limits in Section C-C to comply with 502.04. Revised deadman to an "L" shape.
Sept 2012	Revised Note 5 to list the requirements of ASTM C920 for the silicone sealant joint and deleted the references to Dow Corning & Watson Bowman. Added Detail C for limits of ¾" base material. Revised Note 1 to provide ¾" base material to the limits shown in Detail C.
June 2013	Deleted "Sleeper Beam" reference from note in View D-D. Changed Note 4 to Class 40AF concrete.
May 2014	Split details into 2 sheets by adding sheet B2.II Changed abutment dowels to GFRP bars.
Aug 2016	Deleted 16" dimension in Section A-A for thickness of wingwall & joint filler.

#### **B2.1B Approach Slab Details Sheet 1– Asphalt Pavement**

March 2011	Added 20' length of approach slab in Section C-C. Revised pay limits in Section C-C to comply with 502.04. Revised deadman to an "L" shape.
Sept 2012	Revised Note 5 to list the requirements of ASTM C920 for the silicone sealant joint and deleted the references to Dow Corning & Watson Bowman. Added Detail C for limits of ¾" base material. Revised Note 1 to provide ¾" base material to the limits shown in Detail C.
June 2013	Deleted "Sleeper Beam" reference from note in View D-D. Changed Note 4 to Class 40AF concrete.
May 2014	Split details into 2 sheets by adding sheet B2.II Changed abutment dowels to GFRP bars.
Aug 2016	Deleted 16" dimension in Section A-A for thickness of wingwall & joint filler. Changed Section C-C in the PLAN to a longitudinal section. Denoted dimensions in Section C-C as perpendicular to abutment.

#### **B2.1C Approach Slab Details Sheet 1– Concrete Pavement**

March 2011	Revised pay limits in Section C-C to comply with 502.04. Revised depth of concrete pavement notch in deadman to allow for variable depth pavement.
Sept 2012	Revised Note 5 to list the requirements of ASTM C920 for the silicone sealant joint and deleted the references to Dow Corning & Watson Bowman. Added Detail C for limits of ¾" base material. Revised Note 1 to provide ¾" base material to the limits shown in Detail C.
June 2013	Deleted "Sleeper Beam" reference from note in View D-D. Changed Note 4 to Class 40AF concrete.
May 2014	Split details into 2 sheets by adding sheet B2.II Changed abutment dowels to GFRP bars.
Aug 2016	Deleted 16" dimension in Section A-A for thickness of wingwall & joint filler.

#### **B2.1D Approach Slab Details Sheet 1– Concrete Pavement**

March 2011	Revised pay limits in Section C-C to comply with 502.04. Revised depth of concrete pavement notch in deadman to allow for variable depth pavement.
Sept 2012	Revised Note 5 to list the requirements of ASTM C920 for the silicone sealant joint and deleted the references to Dow Corning & Watson Bowman. Added Detail C for limits of ¾" base material. Revised Note 1 to provide ¾" base material to the limits shown in Detail C.
June 2013	Deleted "Sleeper Beam" reference from note in View D-D. Revised Note 2 to place transverse reinforcement perpendicular to centerline of roadway. Changed Note 4 to Class 40AF concrete.
May 2014	Split details into 2 sheets by adding sheet B2.II

## **CHAPTER 2**

### **STANDARD DRAWING REVISION LOG**

Aug 2016      Changed abutment dowels to GFRP bars.  
Deleted 16" dimension in Section A-A for thickness of wingwall & joint filler.  
Denoted dimensions in Section C-C as perpendicular to abutment.

#### **B2.1E Approach Slab Details Sheet 1– Asphalt Pavement**

March 2011      Added 20' length of approach slab in Section C-C.  
Revised pay limits in Section C-C to comply with 502.04.  
Revised deadman to an "L" shape.

Sept 2012      Revised Note 5 to list the requirements of ASTM C920 for the silicone sealant joint and deleted the references to Dow Corning & Watson Bowman.  
Added Detail C for limits of ¾" base material.  
Revised Note 1 to provide ¾" base material to the limits shown in Detail C.

June 2013      Deleted "Sleeper Beam" reference from note in View D-D.  
Located Begin/End of bridge at stream face of abutment backwall.  
Changed Note 4 to Class 40AF concrete.

May 2014      Split details into 2 sheets by adding sheet B2.1I

March 2015      Changed reference to sleeper beam joint to Detail B.

Aug 2016      Deleted 16" dimension in Section A-A for thickness of wingwall & joint filler.

#### **B2.1F Approach Slab Details Sheet 1– Asphalt Pavement**

March 2011      Added 20' length of approach slab in Section C-C.  
Revised pay limits in Section C-C to comply with 502.04.  
Revised deadman to an "L" shape.

Sept 2012      Revised Note 5 to list the requirements of ASTM C920 for the silicone sealant joint and deleted the references to Dow Corning & Watson Bowman.  
Added Detail C for limits of ¾" base material.  
Revised Note 1 to provide ¾" base material to the limits shown in Detail C.

June 2013      Deleted "Sleeper Beam" reference from note in View D-D.  
Located Begin/End of bridge at stream face of abutment backwall.  
Changed Note 4 to Class 40AF concrete.

May 2014      Split details into 2 sheets by adding sheet B2.1I

March 2015      Changed reference to sleeper beam joint to Detail B.

Aug 2016      Deleted 16" dimension in Section A-A for thickness of wingwall & joint filler.  
Changed Section C-C in the PLAN to a longitudinal section.  
Denoted dimensions in Section C-C as perpendicular to abutment.

#### **B2.1G Approach Slab Details Sheet 1– Concrete Pavement**

March 2011      Revised pay limits in Section C-C to comply with 502.04.  
Revised depth of concrete pavement notch in deadman to allow for variable depth pavement.

Sept 2012      Revised Note 5 to list the requirements of ASTM C920 for the silicone sealant joint and deleted the references to Dow Corning & Watson Bowman.  
Added Detail C for limits of ¾" base material.  
Revised Note 1 to provide ¾" base material to the limits shown in Detail C.

June 2013      Deleted "Sleeper Beam" reference from note in View D-D.  
Located Begin/End of bridge at stream face of abutment backwall.  
Changed Note 4 to Class 40AF concrete.

May 2014      Split details into 2 sheets by adding sheet B2.1I

March 2015      Changed reference to sleeper beam joint to Detail B.

Aug 2016      Deleted 16" dimension in Section A-A for thickness of wingwall & joint filler.

#### **B2.1H Approach Slab Details – Concrete Pavement**

March 2011      Revised pay limits in Section C-C to comply with 502.04.  
Revised depth of concrete pavement notch in deadman to allow for variable depth pavement.

Sept 2012      Revised Note 5 to list the requirements of ASTM C920 for the silicone sealant joint and deleted the references

## **CHAPTER 2**

### **STANDARD DRAWING REVISION LOG**

	to Dow Corning & Watson Bowman.
	Added Detail C for limits of $\frac{3}{4}$ " base material.
	Revised Note 1 to provide $\frac{3}{4}$ " base material to the limits shown in Detail C.
June 2013	Deleted "Sleeper Beam" reference from note in View D-D.
	Located Begin/End of bridge at stream face of abutment backwall.
	Revised Note 2 to place transverse reinforcement perpendicular to centerline of roadway.
	Changed Note 4 to Class 40AF concrete.
May 2014	Split details into 2 sheets by adding sheet B2.1I
March 2015	Changed reference to sleeper beam joint to Detail B.
Aug 2016	Deleted 16" dimension in Section A-A for thickness of wingwall & joint filler.

#### **B2.1I Approach Slab Details – Sheet 2**

Dec 2014	Created new sheet
Sept 2016	Moved expansion joint pay item from note 6 in Approach Slab to new note 5 for Expansion Joint.
	Changed hot pour sealant reference to subsection 704.03. The 2015 Supplemental Specifications changed the reference from ASTM D3406 to ASTM D 6690, Type III.

#### **B2.2B Bridge Drain Details – Type 2**

March 2015	Revised note 3 for electronic shop drawings.
------------	--

#### **B2.2C Type 3 Bridge Drain Through Parapet**

Aug 2016	Changed title of drawing to Type 3 Bridge Drain Through Parapet.
----------	--

#### **B2.4A Utility Hangars for Prestressed Girders**

June 2006	Added new standard drawing for attaching water, sewer, and gas lines to new bridges.
May 2014	Changed reference to AASHTO M183 for the steel bar to ASTM A36. AASHTO M183 has been withdrawn.
Aug 2016	Revised step 3 note in Detail A to "turn inner nut snug tight".

#### **B2.4B Utility Hangars for Prestressed Girders**

June 2006	Added new standard drawing for attaching power, and communication lines to new bridges
Feb 2012	Added note 4 for list of concrete inserts.
	Added nut to bottom plate in Multiple Utility Pipe detail.

#### **B2.5 Railroad Details**

Sept 2012	Added new standard drawing for railroad shoring details and clearances.
June 2013	Revised minimum construction clearance to 21'-6" to meet railroad standards.
	Added UPRR & BNSF horizontal clearances to Figure 1.